

| Class of track | Tangent/ Curved track | The deviation from uniformity of the mid-chord offset for a 31- foot chord may not be more than—(inches) | The deviation from uniformity of the mid-chord offset for a 62- foot chord may not be more than—(inches) | The deviation from uniformity of the mid-chord offset for a 124- foot chord may not be more than—(inches) |
|---------------------|--------------------------|--|--|---|
| Class 6 track | Tangent | 1/2 | 3/4 | 1 1/2 |
| | Curved | 1/2 | 5/8 | 1 1/2 |
| Class 7 track | Tangent | 1/2 | 3/4 | 1 1/4 |
| | Curved | 1/2 | 1/2 | 1 1/4 |
| Class 8 track | Tangent | 1/2 | 3/4 | 1 |
| | Curved | 1/2 | 1/2 | 3/4 |
| Class 9 track | Tangent | 1/2 | 1/2 | 3/4 |
| | Curved | 1/2 | 1/2 | 3/4 |

(c) For operations at a qualified cant deficiency, E_u , of more than 5 inches, a single alinement deviation from uni-

formity of the outside rail of the curve may not be more than the amount prescribed in the following table:

| Class of track | Track type | The deviation from uniformity of the mid-chord offset for a 31- foot chord may not be more than—(inches) | The deviation from uniformity of the mid-chord offset for a 62- foot chord may not be more than—(inches) | The deviation from uniformity of the mid-chord offset for a 124- foot chord may not be more than—(inches) |
|---------------------|--------------|--|--|---|
| Class 6 track | Curved | 1/2 | 5/8 | 1 1/4 |
| Class 7 track | Curved | 1/2 | 1/2 | 1 |
| Class 8 track | Curved | 1/2 | 1/2 | 3/4 |
| Class 9 track | Curved | 1/2 | 1/2 | 3/4 |

(d) For three or more non-overlapping deviations from uniformity in track alinement occurring within a distance equal to five times the specified chord length, each of which exceeds the

limits in the following table, each track owner shall maintain the alinement of the track within the limits prescribed for each deviation:

| Class of track | The deviation from uniformity of the mid-chord offset for a 31-foot chord may not be more than—(inches) | The deviation from uniformity of the mid-chord offset for a 62- foot chord may not be more than—(inches) | The deviation from uniformity of the mid-chord offset for a 124- foot chord may not be more than—(inches) |
|---------------------|---|--|---|
| Class 6 track | 3/8 | 1/2 | 1 |
| Class 7 track | 3/8 | 3/8 | 7/8 |
| Class 8 track | 3/8 | 3/8 | 1/2 |
| Class 9 track | 3/8 | 3/8 | 1/2 |

(e) For purposes of complying with this section, the ends of the chord shall be at points on the gage side of the rail, five-eighths of an inch below the top of the railhead. On tangent track, either rail may be used as the line rail; however, the same rail shall be used for the full length of that tangential segment of the track. On curved track, the line rail is the outside rail of the curve.

[78 FR 16104, Mar. 13, 2013]

§ 213.329 Curves; elevation and speed limitations.

(a) The maximum elevation of the outside rail of a curve may not be more than 7 inches. The outside rail of a curve may not be lower than the inside rail by design, except when engineered to address specific track or operating conditions; the limits in § 213.331 apply in all cases.

(b) The maximum allowable posted timetable operating speed for each

curve is determined by the following formula:

$$V_{\max} = \sqrt{\frac{E_a + E_u}{0.0007D}}$$

Where—

V_{\max} = Maximum allowable posted timetable operating speed (m.p.h.).

E_a = Actual elevation of the outside rail (inches).⁶

E_u = Qualified cant deficiency⁷ (inches) of the vehicle type.

D = Degree of curvature (degrees).⁸

(c) All vehicles are considered qualified for operating on track with a cant deficiency, E_u , not exceeding 3 inches. Table 1 of appendix A to this part is a table of speeds computed in accordance with the formula in paragraph (b) of this section, when E_u equals 3 inches, for various elevations and degrees of curvature.

(d) Each vehicle type must be approved by FRA to operate on track with a qualified cant deficiency, E_u , greater than 3 inches. Each vehicle type must demonstrate, in a ready-for-service load condition, compliance with the requirements of either paragraph (d)(1) or (2) of this section.

(1) When positioned on a track with a uniform superelevation equal to the proposed cant deficiency:

(i) No wheel of the vehicle type unloads to a value less than 60 percent of its static value on perfectly level track; and

(ii) For passenger cars, the roll angle between the floor of the equipment and the horizontal does not exceed 8.6 degrees; or

(2) When operating through a constant radius curve at a constant speed corresponding to the proposed cant deficiency, and a test plan is submitted and approved by FRA in accordance with § 213.345(e) and (f):

(i) The steady-state (average) load on any wheel, throughout the body of the curve, is not less than 60 percent of its static value on perfectly level track; and

(ii) For passenger cars, the steady-state (average) lateral acceleration measured on the floor of the carbody does not exceed 0.15g.

(e) The track owner or railroad shall transmit the results of the testing specified in paragraph (d) of this section to FRA's Associate Administrator for Railroad Safety/Chief Safety Officer (FRA) requesting approval for the vehicle type to operate at the desired curving speeds allowed under the formula in paragraph (b) of this section. The request shall be made in writing and contain, at a minimum, the following information—

(1) A description of the vehicle type involved, including schematic diagrams of the suspension system(s) and the estimated location of the center of gravity above top of rail;

(2) The test procedure,⁹ including the load condition under which the testing was performed, and description of the instrumentation used to qualify the vehicle type, as well as the maximum

⁶Actual elevation, E_a , for each 155-foot track segment in the body of the curve is determined by averaging the elevation for 11 points through the segment at 15.5-foot spacing. If the curve length is less than 155 feet, the points are averaged through the full length of the body of the curve.

⁷If the actual elevation, E_a , and degree of curvature, D , change as a result of track degradation, then the actual cant deficiency for the maximum allowable posted timetable operating speed, V_{\max} , may be greater than the qualified cant deficiency, E_u . This actual cant deficiency for each curve may not exceed the qualified cant deficiency, E_u , plus one-half inch.

⁸Degree of curvature, D , is determined by averaging the degree of curvature over the same track segment as the elevation.

⁹The test procedure may be conducted whereby all the wheels on one side (right or left) of the vehicle are raised to the proposed cant deficiency, the vertical wheel loads under each wheel are measured, and a level is used to record the angle through which the floor of the vehicle has been rotated.

values for wheel unloading and roll angles or accelerations that were observed during testing; and

(3) For vehicle types not subject to part 238 or part 229 of this chapter, procedures or standards in effect that relate to the maintenance of all safety-critical components of the suspension system(s) for the particular vehicle type. Safety-critical components of the suspension system are those that impact or have significant influence on the roll of the carbody and the distribution of weight on the wheels.

(f) In approving the request made pursuant to paragraph (e) of this section, FRA may impose conditions necessary for safely operating at the higher curving speeds. Upon FRA approval of the request, the track owner or railroad shall notify FRA in writing no less than 30 calendar days prior to the proposed implementation of the approved higher curving speeds allowed under the formula in paragraph (b) of this section. The notification shall contain, at a minimum, identification of the track segment(s) on which the higher curving speeds are to be implemented.

(g) The documents required by this section must be provided to FRA by:

(1) The track owner; or

(2) A railroad that provides service with the same vehicle type over trackage of one or more track owner(s), with the written consent of each affected track owner.

(h) (1) Vehicle types permitted by FRA to operate at cant deficiencies, E_u , greater than 3 inches but not more than 5 inches shall be considered qualified under this section to operate at those permitted cant deficiencies for any Class 6 track segment. The track

owner or railroad shall notify FRA in writing no less than 30 calendar days prior to the proposed implementation of such curving speeds in accordance with paragraph (f) of this section.

(2) Vehicle types permitted by FRA to operate at cant deficiencies, E_u , greater than 5 inches on Class 6 track, or greater than 3 inches on Class 7 through 9 track, shall be considered qualified under this section to operate at those permitted cant deficiencies only for the previously operated or identified track segments(s). Operation of these vehicle types at such cant deficiencies and track class on any other track segment is permitted only in accordance with the qualification requirements in this subpart.

(i) As used in this section and in §§213.333 and 213.345—

(1) *Vehicle* means a locomotive, as defined in §229.5 of this chapter; a freight car, as defined in §215.5 of this chapter; a passenger car, as defined in §238.5 of this chapter; and any rail rolling equipment used in a train with either a freight car or a passenger car.

(2) *Vehicle type* means like vehicles with variations in their physical properties, such as suspension, mass, interior arrangements, and dimensions that do not result in significant changes to their dynamic characteristics.

[78 FR 16105, Mar. 13, 2013]

§213.331 Track surface.

(a) For a single deviation in track surface, each track owner shall maintain the surface of its track within the limits prescribed in the following table:

| Track surface (inches) | Class of track | | | |
|---|----------------|----|----|---|
| | 6 | 7 | 8 | 9 |
| The deviation from uniform ¹ profile on either rail at the mid-ordinate of a 31-foot chord may not be more than | 1 | 1 | ¾ | ½ |
| The deviation from uniform profile on either rail at the mid-ordinate of a 62-foot chord may not be more than | 1 | 1 | 1 | ¾ |
| Except as provided in paragraph (b) of this section, the deviation from uniform profile on either rail at the mid-ordinate of a 124-foot chord may not be more than | 1¾ | 1½ | 1¼ | 1 |
| The deviation from zero crosslevel at any point on tangent track may not be more than ² | 1 | 1 | 1 | 1 |
| Reverse elevation on curves may not be more than | ½ | ½ | ½ | ½ |
| The difference in crosslevel between any two points less than 62 feet apart may not be more than ³ | 1½ | 1½ | 1¼ | 1 |
| On curved track, the difference in crosslevel between any two points less than 10 feet apart (short warp) may not be more than | 1¼ | 1⅞ | 1 | ¾ |

¹ Uniformity for profile is established by placing the midpoint of the specified chord at the point of maximum measurement.